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COMMONWEALTH OF MASSACHUSETTS
OFFICE OF CONSUMER AFFAIRS
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DIVISION OF ENERGY RESOURCES

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August 1, 2000

George Price, Project Manager
Boston Harbor Islands
408 Atlantic Avenue, Suite 228
Boston, MA 02110-3349

Dear Mr. Price:

The Division of Energy Resources (DOER) appreciates the opportunity to review the Draft General Management Plan . . . for the Boston Harbor Islands. We congratulate the Partnership for producing a thoughtful, comprehensive Plan. Our comments are limited solely to matters related to DOER's mission, which includes support for and promotion of renewable energy, energy efficiency, and energy education.

DOER applauds the Plan's commitment to environmentally clean and sustainable resource use and infrastructure design (page iii) and to the "wise and economical" use of energy (page 47). We particularly support the Plan's consideration of installing solar, wind, and other renewable technologies (pages 70 & 72). Such installations would provide the following benefits to the Park and its visitors:

- Supply energy to Park facilities from locally available resources—sunlight and wind—without polluting the environment; and
- Demonstrate to the visiting public the availability, viability, and usefulness of renewable energy in the coastal and offshore environments of New England.

DOER believes that appropriately selected and located renewable energy installations would be compatible with the Park's Mission "to protect the islands as a resource . . . while improving public knowledge and access for education, recreation, and restful solitude within an urban area" (page 26). At the same time, we note that the Plan calls for utilities to be "as unobtrusive as possible" (page 46). While wind turbines at

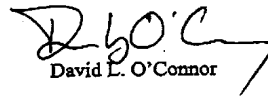
Massachusetts Division of Energy Resources

George Price, Project Manager
August 1, 2000
Page 2

appropriate locations might well be visible, their presence would support the important goals of environmental education and sustainability.

DOER is available to advise and assist the Partnership in moving forward to implement projects of renewable energy, energy efficiency, and energy education.

Sincerely yours,



David L. O'Connor

CC: Peter Lewenberg, Executive Office of Environmental Affairs
Diane Haynes, Department of Environmental Management

THE COMMONWEALTH OF MASSACHUSETTS

COMMISSION ON INDIAN AFFAIRS
ONE CONGRESS STREET, 10th FLOOR
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Argeo Paul Cellucci, Governor
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**Page 8 : Ethnographic sites: Comments that I have gotten are that this needs to be elaborated upon:
.....internment King Philips War.**

Beginning in 1665 America's Colonial forefathers were enthralled in their first major war with the Aboriginal of this land. They called it King Philips War as Metacomet, son of the Wampanoag Massasoit Ossomequin, was accused of organizing armed retaliation against the encroaching colonials. During the first 50 years of European colonization the cultural differences were pronounced and the English arrogantly considered these people as savages. Their primary purpose in coming to this land was to conquer economic benefit for the motherland, and the aboriginal were a problem. The Natives perspective in the use of the land conflicted so it became the conviction that these people needed to be civilized in the European image. Christianity was the chosen methodology and the Propagation of the Gospel to the Savages became a growing profession.

As the colonial settlements expanded many native communities were displaced with some relocated to designated areas with a Praying Indian requisite. Natives who refused Christianity were driven further and further inland. When this "war" began there were a number of Praying Towns already established within Massachusetts Bay with natives tolerant and entwined with their European neighbors. As the war evolved and more colonial villages attacked and burned, the English hatred for the aboriginal grew. Some of the Praying Towns became suspect and consequently a target of English insecurities. The Massachusetts Bay Colony decreed that the inhabitants of the Praying Towns be relocated to Deer Island in Boston Harbor. On October 30, 1675 a large body of Christian Indians were marched to the Charles River and on three vessels transported to the desolate Island in the Harbor. Accounts estimate that 500 to 3000 Natives died of starvation and exposure while in captivity. The Indian Praying Towns most effected were Ponkapoag, Natick, Hassanamisco, Chabunagungamaug, Magunco, and other groups living within the Charles River watershed and Massachusetts Bay Colony. Other natives captured during the war were also incarcerated on these islands. After the war, those who survived the island prison continued to face dire relations with the colonies. Many were sold into slavery, became indentured to English families, or returned to their or to other Indian Praying Towns to strengthen their communities. Today, descendents of this Island atrocity continue on their cultural path as the Nipmuc Nation.

Massachusetts Commission on Indian Affairs

- A new section, Native Americans and the Islands (GMP p. 4), has been added in the overview of the park and the islands, to emphasize the importance of American Indians in the history of the Boston Harbor Islands.

page 9 and 86 concur with comments of Mass Historical

page 34: Burial Sites and Cemeteries: (second paragraph) The Partnership confers with the Massachusetts State Archeologist and Commission on Indian Affairs consistent with Massachusetts Unmarked Burial Laws; MGL Chapter 7:Section 38A and other applicable provisions.

The Commission on Indian Affairs will confer with other American Indian, groups and individuals linked by ties of kinship or culture on ethnically identified human remains when such remains shall be disturbed or encountered on parklands.

Detailed operating procedures are developed for the Boston Harbor Islands in consultation with the State Archeologist, Commission on Indian Affairs and American Indian groups and individuals, appropriate agencies and professional archeologists.

Pg114: American Indian Tribes:

Add: Nipmuc Hassanamisco; Nipmuc Chabunagungamaug; Mashpee Wampanoag

Remove or place in other: Muhheconneuk Intertribal Committee(it is not a tribe or a legal entity controlled by tribes

- The new section, Native Americans and the Islands described above, contains the information about Indian activities on the islands. The final EIS was modified to remove confusion caused by the paragraph on page 86
- The Burial Sites and Cemeteries policy has been revised to include the Massachusetts Commission on Indian Affairs (GMP p. 64).
- The recommended changes have been made (GMP p. 64).



July 20, 2000

George Price
Project Manager
Boston Harbor Islands
National Recreation Area
National Park Service
15 State St.
Boston, MA 02108

The Commonwealth of Massachusetts
Governor Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

RE: Draft GMP for Boston Harbor Islands A National Park Area

Dear Mr. Price:

Thank you for submitting a copy of the draft General Management Plan (GMP) for the Boston Harbor Islands National Park Area. Staff of the Massachusetts Historical Commission (MHC) have reviewed this draft and have the following comments.

Certain historical inaccuracies are presented in the text, which are detailed below. The draft GMP and planning process would benefit greatly from the completion of a professional historic period cultural resource survey to identify and evaluate historic buildings, structures and archaeological sites. It is anticipated that many significant historical archaeological sites are located on the islands, which should be identified and protected from damage relating to new construction, recreational use, increased visitation, etc. The GMP only contains a short list of historic period sites and structures that might be present (e.g., pp. 7, 8 and 83 - 85), and thus does not provide adequate consideration for planning purposes. The cultural resources surveys should meet MHC's professional standards.

Page 85 "Archeological Sites" Section

The sentence which starts "Most shell middens.." includes very specific locational information concerning where such sites are found on the islands. The MHC is concerned that publishing such locational information could lead to site looting and pothunting. The MHC recommends that the locational phrase (i.e., the phrase between the word "waste," and "corroborating" be deleted, and the sentence rephrased.

The statement that the Colony of Massachusetts was named after the Moswetuset "tribe" is a theory that is not generally promoted in the historic, linguistic and ethnohistoric literature. It is more commonly accepted that the colony was named after Massachuset, the hill by the same name in Milton, and the name more frequently given to the Native Americans that had lived in the Boston area. In addition, Chickatawbut was sachem of the Neponset Indians. He did not live at Moswetuset Hummock, which was instead, a common meeting place. Chickatawbut's tribe was highly mobile, living and camping in various locations in the Neponset and Charles River valleys and estuaries (and probably some of the Harbor Islands). The Neponset Indians are now closely related to the Ponkapoag Indians. It is not clear who are the living descendants of the Moswetusets, since there is no historical or ethnohistorical evidence that describes "Moswetuset" as a tribe. For further information, please refer to the NPS's Contact Period in the Northeast theme study. The reference to John Smith's 1614 observations of cornfields on the isles is inaccurate; in his original chronicles, he was describing the Merrimack River area, not Boston Harbor.

Native Americans did not use the islands only for "shellfishing and agriculture." Archaeological evidence indicates that Natives also used the islands for fishing, hunting, gathering plants, processing food, tool manufacturing, and social and ceremonial activities.

Pages 9 and 86 "Ethnographic Sites" Sections

The sentence "Those that were finally released in May 1676 dispersed because their existing communities were then devastated" isn't accurate. Instead, those Praying Indians who were released abandoned some of

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- As a new park, the Boston Harbor Islands national park area has started and scheduled many basic research projects. One which has been completed in draft form is a cultural landscape study, which addresses some of these points. Other cultural resource studies will continue to add to the basic knowledge about the islands.
- The phrase has been stricken (EIS p. 85).
- The GMP text has been altered to reflect these concerns. The final EIS text was rewritten to focus on archeological sites in the park (EIS p. 85).
- A new section, Native Americans and the Islands (GMP p. 4), contains this information about Indian activities on the islands. The final EIS was also changed (EIS p. 85) using text from the new section, which was developed in cooperation with Native Americans.

their former communities that had suffered major losses of life, and moved into and strengthened other Praying Indian communities such as Hassenamisco and Magunco.

Page 30 Archaeological artifacts that have been excavated by archaeological investigations are currently being curated at a small number of institutions (not "agencies"). All archaeological collections that resulted from investigations conducted under a permit from the State Archaeologist are the property of the Commonwealth of Massachusetts (M.G.L. Ch. 9 s. 27C). Under state law, the State Archaeologist arranges for the curation and exhibit of state-owned collections. The State Archaeologist keeps a record of the artifacts and curation locations, and should be consulted.

Pages 112 – 113 Cultural Resources Compliance

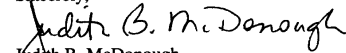
The section concerning compliance with Section 106 of the National Historic Preservation Act (36 CFR 800) refers to the 1995 nationwide Programmatic Agreement (PA), which is not consistent with the current Section 106 regulations, which were issued in 1999. This section should be revised to insure compliance with the current Section 106 regulations by adding the new provisions in 36 CFR 800. In addition, the MHC disagrees with the table on page 113 that references exemption stipulations in the PA. Please note that the exemptions can only apply if cultural resource surveys have already been completed to identify and evaluate historic and archaeological properties (see Stipulation IV A 1 & 2). As indicated elsewhere in the GMP, cultural resources surveys have not been completed. In addition, the MHC recognizes that the Boston Harbor Island park area is not administratively organized like other national parks, so the nationwide PA's requirement that the park superintendent be solely responsible for compliance with Section 106, may not be possible. The MHC recommends that you seek clarification from the Advisory Council on Historic Preservation in this regard. Finally, for any archaeological surveys on islands owned by the Commonwealth or any of its political subdivisions, the determination concerning the need for a survey should not be made by a NPS archaeologist, but, rather, by the State Archaeologist. Under M.G.L. Ch. 9, ss. 26-27C (950 CMR 70) the State Archaeologist should be consulted to determine the need and scopes of the archaeological surveys, and applications should be made to the State Archaeologist for a permit to conduct the investigations.

Page 112 For any projects located on state land, or projects requiring a state license, funding or permit, the project must comply with M.G.L. Ch.9 ss.26-27C (950 CMR 71), the MHC's State Register review procedures. Also, archaeological investigations must comply with 950 CMR 70, mentioned above. The GMP should include MHC's review requirements on page 112.

The MHC has reviewed Alternatives A, B and C, and has determined that each of the alternatives is likely to have an effect on historic and archaeological properties that are listed in, or eligible for listing in, the National Register of Historic Places. The MHC recommends early consultation with this office in the planning stages of any project that has an area of potential effect.

These comments are offered to assist in compliance with Section 106 of the National Historic Preservation Act (36 CFR 800) and M.G.L. Ch.9 ss.26-27C (950 CMR 70 & 71). If you have any questions concerning these comments, please feel free to contact Brona Simon, State Archaeologist/Deputy State Historic Preservation Officer at this office.

Sincerely,



Judith B. McDonough
Executive Director
State Historic Preservation Officer
Massachusetts Historical Commission

xc: Martha Catlin, Advisory Council on Historic Preservation
Paul Weinbaum, NPS
Distribution List

- The new text (GMP p. 4) has added this information on this point and the EIS reflects these ideas (EIS p. 86).
- The suggestions on cultural resource compliance are welcome and changes have been made. New text has been added to express concepts more clearly, and inaccurate or unclear text has been deleted (EIS p. 113)
- New compliance text in the EIS addresses this concern (EIE p. 113).
- [When funding becomes available for a project, it will undergo environmental and cultural resources compliance, including appropriate consultation with the Massachusetts Historical Commission.]



REPRESENTATIVE
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The Commonwealth of Massachusetts
House of Representatives
State House, Boston 02133-1054

Chairman
Committee on
Bills in the Third Reading
Chairman
M.W.R.A. Legislative Caucus
Legislative Caucus on
Older Citizens Concerns
Committee Member:
Ethics

July 17, 2000

Mr. George Price, Project Manager
Boston Harbor Islands National Park Area
408 Atlantic Avenue, Suite 228
Boston, Massachusetts 02110

Dear Mr. Price:

Please accept these comments in reference to the Boston Harbor Islands Project Draft Environmental Impact Statement. As you know, I have the pleasure of representing two coastal communities which could, and should, play an integral role in the new Boston Harbor Islands Plan.

Both the Town of Winthrop and the City of Revere have been listed as "Potential Mainland Gateway Areas;" with potential sites indicated at the Public Boat Landing in Winthrop and Revere Beach in Revere. Provided appropriate local involvement is solicited, and residents' concerns properly addressed, I offer my full support for the siting of Mainland Gateways at these locations as I believe they will serve to enhance the economic and cultural climate of these two communities.

Moreover, as it is quite clearly the goal of the proponents to encourage increased usage from all point of the compass, I would state that these two sites would provide an easily accessible gateway to the islands for those traveling from the North Shore, northern Massachusetts and northern New England.

Thank you for your consideration of my thoughts on this matter. Please call on me if I can be of any further assistance.

Very truly yours,


ROBERT A. DELEO
State Representative

RAD/jce

State Representative Robert A. DeLeo

TOWN OF HINGHAM
PLANNING BOARD

210 Central Street
Hingham, MA 02043-2759

Phone (781) 741-1419
Fax (718) 740-0239

July 31, 2000


George Price, Project Manager
Boston Harbor Islands National Park Area
408 Atlantic Avenue, Suite 228
Boston, MA 02110

Dear Mr. Price,

The Hingham Planning Board is very interested in your plans for the Boston Harbor Islands National Park Area. We hope that this will be an opportunity for Hingham to improve its gateway to the islands. The following proposal outlines the ideas we have for improving the Hingham Gateway. We drafted this proposal after careful study of the Draft Management Plan's goals and programs.

Thank you for your time and consideration. Please do not hesitate to contact me with any questions, concerns, or ideas related to this proposal.

Sincerely,



Thomas J. Cox
Planning Administrator

Town of Hingham Planning Board



PROPOSAL FOR HINGHAM'S BOSTON HARBOR ISLANDS GATEWAY

A unique opportunity has arisen for the Hingham Ferry Landing at Hewitt's Cove. New development at the shipyard site by Seachain LLC and the implementation of the Boston Harbor Islands General Management Plan will occur concurrently. The Town of Hingham, the Department of Environmental Management and the Hingham Shipyard Historical Foundation have an opportunity to work together to enhance the Hingham Gateway to the Boston Harbor Islands.

GATEWAYS AND THE BOSTON HARBOR ISLANDS NATIONAL PARK AREA:

The Draft General Management Plan for the Boston Harbor Islands National Park Area clearly outlines goals. These include "to make the island system an integral part of the life of the surrounding communities and region" and "to tell the islands' individual stories and to enhance public understanding and appreciation of the islands as a whole." Mainland Gateways are defined as management areas that will welcome harbor island visitors while providing boat access and information meant to foster a sense of anticipation about the adventure ahead. Potential infrastructure includes piers, information kiosks, rest rooms, food services, ticket offices, interpretive media, park-related and souvenir shops, and parking.

General Management Plan guidelines for the gateways include:

- § Historic resources retain integrity and are adaptively reused to provide visitor services.
- § High level of activity and human interaction
- § "Discovery" of the islands through off-site interpretation and educational programs
- § Feeling of adventure and anticipation of the trip to the islands.
- § Public transportation access point to islands
- § Parkwide orientation
- § Interpretive activities and opportunities to learn about the islands
- § Integration with nearby interpretive, educational, and experiential venues
- § Obtaining provisions for trip to islands

EXISTING CONDITIONS AT THE HINGHAM GATEWAY:

The existing Hingham gateway is already a multipurpose, regional, intermodal transportation facility. The ferry serves multiple markets and users include commuters, air travelers, harbor island visitors, seniors, students, and other constituents. The ferry service has been operating for 24 years and has grown to 26 excursions to and from Boston daily, as well as 6 daily trips to the Boston Harbor Islands. Approximately 3,600 commuters use the ferry daily.

Currently, the Hingham gateway consists of an historic shipyard building owned by the D.E.M. where ferry tickets are sold, a rider drop-off area, and a pier that leads visitors out to the ferries. Cars fill parking lots almost all the way to the high tide line. There are two memorials on site; one to the veterans of WWII, the other to the shipbuilders and sailors associated with the Hingham Shipyard's Landing Ship Tanks (LSTs). The first memorial is a flagpole and engraved stone surrounded by an asphalt ferry drop-off, the second is the size of a gravestone and is usually hidden behind overgrown plants and in between the D.E.M. building and parked cars. These uses transform the area into a gathering spot, but the current facilities do not encourage visitors to stay and enjoy the waterfront nor do they educate the public about the shipyard's history.

PLANNED IMPROVEMENTS:

Shipyards development will provide improvements to this area, including waterfront access via a boardwalk, a reconfigured "kiss-and-ride," and adjacent open space. The open space design is currently designed at a conceptual level; the only program planned so far is that boat visitors and the general public will have access to it.

HISTORY OF THE HINGHAM SHIPYARD:

In 1942, 150 acres of quiet marshland on the Back River were transformed into one of the largest shipbuilding and munitions plants in the United States. The shipyard transformed the town of Hingham and Boston Harbor into an essential naval center and a strategic target during World War II. It employed approximately 23,000 people and produced 227 ships during the war effort.

The newly formed Hingham Shipyard Historical Foundation is currently collecting and organizing artifacts and photographs for shipyard exhibits. They are also working with Seachain LLC and Powderhouse Productions to produce a documentary about the shipyard and its workers.

TIES TO THE HISTORY OF THE HARBOR ISLANDS:

Hingham's cultural landscape, the former WWII Shipyard, narrates an important chapter in the history of Boston Harbor. The history of shipbuilding in Boston goes back as far as the U.S.S. Constitution, which still floats in the harbor today. The Boston Harbor Islands have served military functions since King Philip's War in 1675, when Deer Island was turned into an internment camp for American Indians. Harbor Islands continued to hold POWs during the Civil War and World War II.

An important part of the General Management Plan's mission is to create themes that "communicate the national significance of the Boston Harbor Islands." One such theme the Management Plan hopes to communicate that "the islands have a long history as the location of strategic coastal defenses and are dotted with the remains of fortifications." When the Bethlehem Hingham Shipyard was producing ships, it was a vital part of the war effort, and therefore a target for the Axis powers. Thus, Hingham Harbor was closely guarded, and Boston Harbor was prepared for U-boat attacks. This harbor gateway was a launching pad for hundreds of military ships during World War II. These ships left Hewitt's Cove and navigated between the Boston Harbor Islands on their way to war.

PROPOSAL:

The Town of Hingham would like to cooperate with the D.E.M., Seachain LLC, and the Hingham Shipyard Historical Foundation in order to create a gateway that honors its cultural context - the history of the shipyard and its workers. This WWII-era chapter adds to the planned island park's military themes, and highlights one of the most influential events in Hingham's history. The D.E.M. land has the potential to be an aesthetic focal point in the gateway, and could provide public access to the waterfront. The memorials deserve a greater and more dignified presence in the new designed landscape, while the history of the shipyard should have a presence in whatever remainders can be preserved and in educational displays indoors. Enhancing the existing facility with these goals in mind will enable the gateway to improve visitor use, access, education, interpretation and enjoyment.

TOWN OF HINGHAM

OFFICE OF SELECTMEN

Martin Crane, M.D., Chairman
Katharine W. Reardon
Mathew E. MacIver



Charles J. Cristello
Town Administrator

August 1, 2000

Mr. George E. Price, Jr.
Project Manager/Superintendent
Boston Harbor Islands
408 Atlantic Ave., Suite 228
Boston, MA 02110-3350

Dear Mr. Price,

The following are the Town of Hingham's comments on the Boston Harbor Islands Draft General Management Plan/Draft Environmental Impact Statement:

The Town supports the approach outlined in the preferred alternative C. The Town would not support expanded use of any of its islands (Langlee, Ragged and Sarah) for environmental reasons.

The Town supports the use of Hewitts Cove Marina as a Mainland Gateway Area but we observe that the existing terminal needs significant improvements and the parking is insufficient for present commuter boat traffic. The redevelopment of the Hingham Shipyard by SeaChain Marine LLC. provides a unique opportunity to address both issues if the Department of Environmental Management and MBTA would work together with them in a public private partnership. Improvements to the terminal and parking should take place before placing additional burdens on these facilities.

The Town is concerned, however, about the plans for a dock at World's End. Local residents have raised concerns about traffic and public safety that must be considered. We are also concerned about how a dock would change the experience of World's End. We have asked the Trustees of Reservations to involve the Town and local residents in their future planning for a dock or other new facilities.

Thank you for your consideration of these comments.

Sincerely,

Charles J. Cristello
Town Administrator

Cc: Board of Selectmen
Harbor Development Committee
Planning Board
Conservation Commission

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Town of Hingham

- Based on further analysis and discussions with residents in Hingham and Hull, The Trustees of Reservations has eliminated the proposal for a pier at Worlds End. The option of a pier at Worlds End has been removed from the general management plan and environmental impact statement.



JOHN F. KEENAN
EXECUTIVE SECRETARY

City of Quincy, Massachusetts
City Hall

JAMES A. SHEETS, MAYOR



BERNICE C. MADER
ADMINISTRATIVE ASSISTANT

City of Quincy

July 28, 2000

George Price, Project Manager
Boston Harbor Islands National Park Area
The National Park Service
408 Atlantic Avenue Suite 228
Boston MA 02110

RE: Boston Harbor Islands National Park Area Draft General Management Plan
and Draft Environmental Impact Statement
EIS# 000161

Dear Mr. Price:

You and your team are to be commended on your first draft of a General Management Plan for the Boston Harbor Islands National Park Area. To assemble a comprehensive plan for 30 islands comprised of 1600+ acres over a 50 square mile area is indeed a daunting task. Balancing just the physical size demands and logistics of the plan against the needs of large variety of interest groups is no small feat.

The overall organization of the plan is very sound and its general policies well-written. It is also very exciting to read the section "Vignettes of Potential Activities" about the joint vision of the Team, the Partnership, the Advisory Council and the public about what activities could be occurring on the islands within a decade or two.

At this point, the City of Quincy offers the following suggestions and comments:

1. That the Team, the Partnership and the Advisory Council begin to hone in on what activities specifically will be undertaken at each island. This is not so much for the sake of the activities themselves but to commence the very much needed hard core

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July 28, 2000

Mayor James A. Sheets to George Price
Boston Harbor Islands National Park Area
Comments on Draft GMP/EIR #000161
Page 2

business plan which is lacking in this document. It is clear from the draft that the vision is there; what is not there yet are the fiscal realities and resources necessary to make the vision a reality. As part of a solid business plan with two, five, seven and ten year horizons, there also needs to be a comprehensive capital needs assessment and budget. Some realistic potential revenue sources need to be identified.

2. Included with the business plan and capital needs budget should be a plan for a common set of construction and building standards as applied to the docking, pier, wharf, gangway, walkway, commons and other public areas. The docks and piers especially should be constructed so that a variety of ferry and boat lines will be able to use them. The contracts are now going to more than one water service provider, so the anchorage areas must be built to accommodate a variety of providers. These construction parameters should also take into account the requirements for the Americans with Disabilities Act and how they dovetail with each other.
3. Any municipality which has direct access to the open water ought to be allowed to become an Islands Gateway as long as the municipality is able to equip itself with the basic systems and infrastructure necessary to sustain a Gateway.
4. When RFPs for contracts for water ferry, boat and water taxi service are issued, each municipality which hosts any water service to the islands, ought to receive notice of the issuance of such RFPs and a copy of them. When the contract is awarded, each municipality should be notified of the winning proposer and when the new contract takes effect.
5. Regarding public safety and law enforcement issues, the GMP must make it clear as to whose jurisdiction certain responsibilities and liabilities accrue. There is and will continue to be confusion among State Maritime Police, Division of Marine Fisheries and Wildlife Police, State Environmental Police, Harbor Masters, the Coast

- The general management plan contains a new section on policies for park financing (GMP p.85), which addresses new sources of funding and revenue, and the Island Alliance has developed a business plan, Appendix 12 (GMP p. 139).
- Throughout the general management plan additional emphasis has been placed on common practices and standardization of procedures and practices among the various owners. Contracting is carried out under existing federal, state, and municipal laws, depending on the agency doing the contracting. The accessibility policy under the goal of visitor access, use, and enjoyment (GMP p. 73) has been expanded and made more clear.
- A new section and a new appendix have been added to the final plan to address this comment. See harbor management policy under external cooperation goal (GMP p. 96), and Appendix 17, Agencies Roles in Resource Protection and Public Safety (GMP p. 156).

July 28, 2000

Mayor James A. Sheets to George Price

Boston Harbor Islands National Park Area

Comments on Draft GMP/EIR #000161

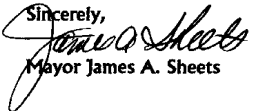
Page 3

Guard and local municipal police Marine Patrols unless there is some clearly written set of guidelines which outline and explain jurisdictional and detainment issues on and among the islands. It is absolutely necessary that such an instrument be developed before island visitation grows to large numbers.

6. As an adjunct to jurisdictional issues, when it comes to time-honored "squatters rights" of certain fishermen and lobstermen to specific fishing spots within so many yards of each island, before moorings for the public are laid out for construction plans, meetings between the lobstermen and fishermen and whoever plans the mooring and docking layouts must be held. These groups have made an active living from fishing and lobstering at these traditional sites. We must make sure that they can continue to do so.
7. The GMP advocates that Long and Moon Islands and their current functions remain untouched and unchanged. The City of Quincy urges that you reconsider that viewpoint and advocate that at least Long Island be opened for several months per year, at minimum on the weekends and holidays, for bikers, walkers, joggers, beach goers and others who would take advantage of the 60% of Long Island which is not devoted to social, health, penal, homeless or rehabilitative programs. The area around the parade grounds and the two or three beaches on the north and the south sides should be open to the public.

These suggestions and additions are offered in the hopes than an already good first draft will be expanded to become an even better one. Congratulations to you and your team.

As always, I am available to talk with you.

Sincerely,

Mayor James A. Sheets

- This plan has a new section about updating the general management plan if conditions change significantly in a small area of the park (GMP p. 84). If the City of Boston opens Long Island to expanded use, as its planning suggests, there may be a need to amend the GMP.